AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF THE CLAIMS:

1-8. (Canceled).

9. (Previously Presented) A method for notifying a driver of a motor vehicle equipped with an adaptive distance and speed controller, comprising:

one of activating or deactivating a takeover prompt which informs the driver that the vehicle is coming critically close to a target object to prompt the driver to perform a brake intervention;

wherein the activation or deactivation of the takeover prompt occurs as a function of at least one of: i) a fixed minimum distance between a distance-controlled and speed-controlled vehicle and the target object, ii) a relative speed-dependent minimum distance of the distance-controlled and speed-controlled vehicle in relation to the target object, and iii) a maximum vehicle deceleration producible by the distance and speed controller, and

wherein the takeover prompt is further output when the driver overrides the distance and speed controller by depressing an accelerator and the vehicle comes critically close to the target object.

10. (Previously Presented) The method as recited in claim 9, wherein the takeover prompt is at least one of: a visual display in a field of view of the driver, and an acoustic signal in an interior of the vehicle.

11. (Canceled).

12. (Previously Presented) The method as recited in claim 9, wherein activation thresholds and deactivation thresholds of the takeover prompt are not identical.

13. (Previously Presented) The method as recited in claim 9, wherein the distance and speed controller emits and receives radar signals, with the aid of which preceding vehicles can be recognized as target objects.

14. (Previously Presented) A device for the distance and speed control of a motor vehicle, comprising:

an arrangement which outputs a takeover prompt, informing a driver that the vehicle is coming critically close to a target object to prompt the driver to perform a brake intervention, the arrangement being configured so that activation and deactivation of the takeover prompt occurs as a function at least one of: i) a fixed minimum distance between the distance- and speed-controlled vehicle and the target object, ii) a relative speed-dependent minimum distance between the distance- and speed-controlled vehicle and the target object, and iii) a maximum vehicle deceleration producible by the distance and speed controller, wherein the takeover prompt is further output when the driver overrides the distance and speed controller by depressing an accelerator and the vehicle comes critically close to the target object.

15. (Previously Presented) The device as recited in claim 14, further comprising:

a display device, the display device displaying the takeover prompt in a field of view of the driver.

16. (Previously Presented) The device as recited in claim 14, further comprising:

an acoustic device, the takeover prompt being output as an acoustic signal by the acoustic device in an interior of the vehicle.

17. (Previously Presented) The device as recited in claim 14, further comprising:

a radar device, the radar device configured to emit and receive radar signals so that a preceding vehicle can be recognized as a target object.

18. (Previously Presented) The device as recited in claim 14, further comprising:

a display device, the display device displaying the takeover prompt in a field of view of the driver; and

an acoustic device, the takeover prompt being output as an acoustic signal by the acoustic device in an interior of the vehicle.

19. (Previously Presented) The device as recited in claim 18, further comprising:

a radar device, the radar device configured to emit and receive radar signals so that a preceding vehicle can be recognized as a target object.

20. (Canceled).

21. (Previously Presented) The method as recited in claim 14, wherein activation thresholds and deactivation thresholds of the takeover prompt are not identical.

22. (Previously Presented) The method as recited in claim 21, wherein the distance and speed controller emits and receives radar signals, with the aid of which preceding vehicles can be recognized as target objects.

23. (Previously Presented) The device as recited in claim 14, further comprising:

at least one of a display device, the display device displaying the takeover prompt in a field of view of the driver, and an acoustic device, the takeover prompt being output as an acoustic signal by the acoustic device in an interior of the vehicle; and

a radar device, the radar device configured to emit and receive radar signals so that a preceding vehicle can be recognized as a target object;

wherein activation thresholds and deactivation thresholds of the takeover prompt are not identical, and

wherein the distance and speed controller emits and receives radar signals, with the aid of which preceding vehicles can be recognized as target objects.

24. (Previously Presented) The method as recited in claim 9, wherein the takeover prompt is at least one of: a visual display in a field of view of the driver, and an acoustic signal in an interior of the vehicle, wherein activation thresholds and deactivation thresholds of the takeover prompt are not identical, and wherein the distance and speed controller emits and receives radar signals, with the aid of which preceding vehicles can be recognized as target objects.

25. (New) The method as recited in claim 9, wherein the activation or deactivation of the takeover prompt occurs as a function of a fixed minimum distance between a distance-controlled and speed-controlled vehicle and the target object.

26. (New) The method as recited in claim 9, wherein the activation or deactivation of the takeover prompt occurs as a function of a relative speed-dependent minimum distance of the distance-controlled and speed-controlled vehicle in relation to the target object.

27. (New) The method as recited in claim 9, wherein the activation or deactivation of the takeover prompt occurs as a function of a maximum vehicle deceleration producible by the distance and speed controller.

28. (New) The method as recited in claim 9, wherein the activation or deactivation of the takeover prompt occurs if an undershooting or exceeding of a fixed minimum distance between the preceding target object and a distance-controlled and speed-controlled vehicle.

29. (New) The method as recited in claim 9, wherein the activation or deactivation of the takeover prompt occurs as a function of a relative speed-dependent minimum distance when an activation line is undershot or a deactivation line is exceeded.

30. (New) The method as recited in claim 9, wherein the activation or deactivation of the takeover prompt occurs as a function of a maximum vehicle deceleration producible by the distance and speed controller, depending on whether, based on a maximum vehicle deceleration producible by the distance and speed controller, it is probable that the following vehicle is no longer able to stop or is again able to stop in time prior to reaching the target object.

31. (New) The device as recited in claim 14, wherein the activation or deactivation of the takeover prompt occurs as a function of a fixed minimum distance between a distance-controlled and speed-controlled vehicle and the target object.

32. (New) The device as recited in claim 14, wherein the activation or deactivation of the takeover prompt occurs as a function of a relative speed-dependent minimum distance of the distance-controlled and speed-controlled vehicle in relation to the target object.

33. (New) The device as recited in claim 14, wherein the activation or deactivation of the takeover prompt occurs as a function of a maximum vehicle deceleration producible by the distance and speed controller.

34. (New) The device as recited in claim 14, wherein the activation or deactivation of the takeover prompt occurs if an undershooting or exceeding of a fixed minimum distance between the preceding target object and a distance-controlled and speed-controlled vehicle.

35. (New) The device as recited in claim 14, wherein the activation or deactivation of the takeover prompt occurs as a function of a relative speed-dependent minimum distance when an activation line is undershot or a deactivation line is exceeded.

36. (New) The device as recited in claim 14, wherein the activation or deactivation of the takeover prompt occurs as a function of a maximum vehicle deceleration producible by the distance and speed controller, depending on whether, based on a maximum vehicle deceleration producible by the distance and speed controller, it is probable that the following vehicle is no longer able to stop or is again able to stop in time prior to reaching the target object.